

Memo

To: Mayor and City Council
From: Mark K. Anderson
Date: 04/15/2015
Re: City Council Agenda Items for April 16, 2015

REGULAR MEETING

Item 1 – Discuss Southern Bypass between Highway 40 and Daniel Road: First of all, I apologize for adding this issue to the agenda at such a late date. During the past few days staff has had considerable discussion with Burton Lumber and Three Strings Holdings regarding 5 acres of land Burton desires to purchase which fronts on Daniel Road which is owned by Three Strings. Because the City has a Master Planned Southern Bypass in this area, we have been discussing how the future roadway may impact the property as they develop a site plan for consideration by the City.

Last night I brought this issue up at the Interlocal meeting and indicated that if the City were to need to acquire property from Three Strings to protect the right-of-way that the City would want to be reimbursed by the Corridor Preservation Fund. As part of that same discussion, a proposed 100' wide alignment that had been prepared by Bart Mumford was displayed which allows the roadway to function as a bypass road. (This map has already been posted to your packets) The projected average daily traffic (ADT) in 2040 was also discussed by Shawn Seager of MAG. At this time, the 2040 data suggests that Daniel Road will have more traffic than the proposed bypass and that the estimated ADT on the bypass would not exceed 5,000.

Today, Bart Mumford, Tony Kohler, Shawn Seager and I met again to discuss what recommendation we would make as staff to the Council regarding this issue as Burton won't finalize the purchase of the land and can't complete their site plan until they understand how the proposed road may affect the property they wish to purchase. After much discussion, we came to the following conclusions:

- The projected traffic volumes only justify that a local road (not to exceed an 80' right-of-way) be built in this area.

- Because the Turner/Gooch property to the south may need to construct a local road to properly develop their 30+ acre parcel, a road connecting Highway 40 and Daniel Road may eventually be constructed by that development.
- The City transportation plan could still function in this area if the road is not constructed since it was anticipated to help relieve pressure on the 189/40 intersection more than to carry local traffic.
- Although this roadway, if built, would benefit the 189/40 intersection, UDOT is ultimately responsible to deal with traffic issues at this intersection.
- Traffic volumes on Daniel Road are projected to be higher than the bypass road. Therefore, it may not make sense to give preference to the bypass if built.
- If built as a bypass, we only see this roadway being used by large trucks heading to Utah County on 189 and not those that we would like to get off of Main Street.

Because of the above, staff would recommend either of the following options:

- Abandon the master planned bypass road as projected utilization of the road requires only a local road at most to service the area in the City. If development constructs the road, great! If not, the road network in this area would still meet projected demands.
- Acquire a portion of a future 80' wide corridor that would T into Daniel Road to provide some limited assistance toward mitigating future traffic issues. (Bart Mumford will provide a map of what this alignment would look like tomorrow) This would require the appraisal and acquisition of approximately 1 – 1.5 acres of land.

Even though the pending Burton purchase exists, it is not the overriding factor in our recommendation. With that said, either of the above options should be viable for Burton Lumber to complete the purchase of the property they are wishing to develop.

Admittedly, City and County officials working with the RPO have worked hard to develop our County transportation plan. Even though our goals were well intentioned when this road was identified several years ago, the existing data does not support what was planned for. We are now in a position where we need to decide if this corridor should be abandoned or protected. If the Council desires to protect the right-of-way we should discuss options on how that purchase would be funded.

Lastly, Shawn Seager has agreed to be in attendance to share traffic projections for the area and give his input on the matter as the Council considers this important issue.